





# SKIPPERS FEAR NEW GUNBOAT TACTICS

**AFTER** another week of comparative inactivity Iceland's gunboats were back in action at the weekend with the first warp-cuttings of 1978.

Skippers off the east coast of Iceland believe fresh tactics adopted by the gunboat Aegir could mark a major new escalation in the dispute.

With force nine gales and snowstorms sweeping down on the British trawler fleet for most of the week, very few trawlers were able to get their gear down for days on end — there seemed to be a kind of phoney New Year truce.

During the week a Naval spokesman said the weather was so bad that they believed the Icelanders were letting it in the harrassing for them.

At the weekend the winds suddenly dropped and, as the Navy feared, the gunboats looked as though they were about to begin a concerted effort of harassment and warp-cutting.

Despite the earlier bad weather, the gunboats still lurked around the trawler pack and, on New Year's Day, three of them were patrolling the protected box containing 32 trawlers.

Two vessels were unidentified, but one was recognised as Aegir. When the trouble came last Saturday, she was the culprit.

The first target for the gunboat was the Grimaby trawler Prince Philip, fishing some way off the main body of trawlers. Skipper Keo Yates at first took Aegir for a coaster by her lights, but suddenly the gunboat bore down on the trawler in the most dangerous warp-cutting incident to date.

Aegir steamed very close up on the starboard side of Prince Philip, cutting very close across her stern and ripping the gear. It is believed this included part of the towing block.

Aegir drew the trawl warps so tight that, when they snapped, the strands lashed back across the trawler's deck like a steel catapult. Skipper Yates said it was a wonder none of the nine crewmen on deck were killed.

"This was the first 'kill' for Aegir's new captain and, unless it was an error in judgement, this new tactic of ripping out the trawling gear is a very serious hazard to life and limb. It also takes much longer to replace the towing block, plus renewing the nets and warps.

Shortly after this incident, Aegir was in action again, finding the Hull trawler Ross Resolution isolated from the main fleet and chopped off warp using conventional methods.

ON Wednesday HMS Andromeda collided with Thor. The frigate warned Thor three times to take avoiding action. There were no injuries.



The first target for 1978 was Prince Philip. It was the most dangerous warp-cutting incident to date.

## New tug at Iceland



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## COMMENT

**THIS PAPER** has never supported discrimination against efficient methods of catching fish. To do so would be to negate all the effort and money poured into research and the expertise of forward-looking fishermen.

There never can be an over-efficient method of taking fish, only an imbalance in the size of a fleet undertaking a particular type of fishing in relation to the strength of the stock or at the expense of other boats in the area. This is what is now happening on the Scottish west coast herring grounds with the ascendancy of the purse seiner.

The growth of the Scottish purse seine fleet has been nothing short of phenomenal. Over the years this build-up has taken place there has been plenty of herring to catch; now it is a whole new ball game.

Fishing under a very restricted 70,000 ton quota, the power of the purse seine is having a disastrous effect on the rest of the herring fleet. Trawl skippers on the grounds are claiming pursers chew up the shoals to such an extent that last year they were unable to fish up to their 40-unit a man limit.

The effect of this — even with a reduced 25 units a man this year — is that many trawlers will not be going back to the herring grounds. Instead, they are being forced to go spratting in the North Sea for the moat plants.

In his end of the year review last week, the chairman of the Herring Industry Board, Dr. Lyon Doan, said that industrial fishing in the North Sea must be phased out. With the pursers pushing trawlers into industrial fishing, this is surely a situation which could be prevented from getting worse by the HIB.

Nobody is suggesting a ban on the purse seiners now working, or those that are under construction, but the HIB could make a start on the problem by refusing financial help to build purse seiners in the future.

## CATCHES UP IN COD WAR

**BRITAIN** claims to be catching more fish off Iceland during the Cod War than she did in the corresponding period of peace last year.

Figures released by MAFF show Icelandic landings at 9,700 tons for the first month, November 19 to December 20 — over 1,200 tons up on the same month in 1974.

Icelandic sources, however, state these statistics, if correct, are due to more British vessels fishing off Iceland, because most of the Norway coast cod quotas had expired and that individual trawler catches were actually well down.

The announcement, which has infuriated politicians, fishermen and the public in Iceland, clearly seems likely to lead for fresh demands to step-up the harassment of British trawlers in the disputed area.

## MERCY MISSION

**ON DECEMBER 31** the Icelandic authorities agreed to allow the Grimaby trawler Boston Comanche close into the east coast to transfer an injured seaman to the mother ship Hausa.

Agala thara wara faars in the British camp that with the gunboat Aegir in the area, there could be trouble. But Iceland kept her word and the man was transferred without incident.

## New Year warning

**THE** Icelandic Prime Minister, Gorr Hjalgrimsson, in a New Year's Day speech to Icelanders, issued a grim warning that she would win the Cod War.

He said they would win either by conflict, or by negotiation, emphasising that Iceland had always managed to get its claims recognised — even if it took some time.

"The most important thing," he said, "is to prevent catastrophic overfishing." He was severely critical of Britain which, he said, in three fisheries disputes had sent warships to protect what he termed "illegal fishing".

## Aberdeen show seminar

**THE** Scottish Inshore White Fish Producers' Association is to sponsor a major fisheries conference during the Aberdeen International Fisheries Exhibition in September.

This conference will take place on a site adjacent to the exhibition area and will consist of four main debates on September 17 and 18. The show runs from September 15-21.

The association will be inviting speakers from a wide range of fishing interests, whose talks will be followed by open debate.

Further details of the conference will be announced in early April.

## BACK IN BUSINESS

**THE** reconstructed Doughty's and Malhulsh's fish landing jetties at Grimaby should become operational shortly.

Both jetties were completely demolished and rebuilt last year as part of the fish docks modernisation scheme and will serve as unloading bays and auction areas only.

Fish merchants, previously with stalls and filling benches on either jetty, have been rehoused on other stretches of the market which have also had a face-lift.

A trial landing late last year on Doughty's Jetty showed up a few minor problems, but these have now been rectified.

## ICELAND ARMS TRAWLER

**ON SUNDAY**, January 8, Iceland announced armed trawler — would be joint coastguard vessel sometime this week. The move has confirmed British fears that Iceland intends to step up harassment.

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# HERRING BOARD REPORT FOR 1975

## Catch down, costs up

**HERRING** landings in the United Kingdom fell by about 20 per cent in 1975. Fishermen's gross earnings were down by 19 per cent and their operating costs rose by 18 per cent.

This was stated by Dr. W. J. Lyon Doan, chairman of the Herring Industry Board, at a Press Conference in Edinburgh at the end of the year.

Quotas imposed for conservation had been "disappointingly" less than anticipated, he said.

Despite the bad year and the immediate gloomy outlook, there is evidence in new and recent investment of the fishermen's long-term confidence in the industry, and also a greater realisation of its importance to the economy.

The industry had shown its will to survive by recent political efforts, but he called for "something more tangible" than mere verbal recognition, however sympathetic.

Dr. Lyon Doan said: "I did feel at this time last year that 1975 would be significant as the period during which the planning of purposeful and viable action by Government would be undertaken in regard to urgent and necessary changes of policy to safeguard the industry's future. There is, regrettably, little firm evidence of this yet."

Despite declarations of intention and desirability by practically all the maritime fishing nations, two sessions of the UN Law of the Sea Conference had failed to produce any tangible results. The further demonstrations of "Iceland's unilateral behaviour" could give some urgency and impetus to the deliberations, but how much was anyone's guess.

Dr. Lyon Doan said Britain and her European partners should establish a North Atlantic Mutual Regional Pact, with 200-mile fishing limits, if next spring's Law of the Sea Conference fails to reach agreement on such restrictions.

He put forward the plan as part of "two essentials" the fishing industry would recommend. The second was a renegotiated EEC Common Fisheries Policy, including adequate protection for the inshore fleets of coastal states and enforced conservation rules for threatened stocks.

Another item to be placed high on the agenda for a renegotiated EEC pact would have to be "industrial fishing, particularly in the North Sea, Denmark, with a fish meal industry, was a major offender."

Dr. Lyon Doan added: "The board's view is that this type of fishing must be speedily phased out in all waters in which the UK has a herring interest, in order that the stocks of genuine human consumption species, which have been so heavily ravaged by certain European nations, should have the opportunity to regenerate and offer a firm and stabilised protein resource to enrich, indefinitely, the peoples of the world."

## 'Limit pact a must'

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## Storms lash east coast

**GRIMSBY** vessels escaped serious damage during last Friday night's storm-force winds which lashed the east coast and the North Sea.

There were 17 near-middle water trawlers at sea and, although some reported heavy buffeting from the mountainous seas, they survived largely unscathed.

Two seiners, Elio Grethe and Fiono Jane, sailed only hours before the storm blow up on the Friday morning tide, but found shelter and came through the worst winds the east coast has experienced since 1947.

Elio Grethe, however, lost both an anchor and was towed into Grimsby by the Humber lifeboat on Sunday after breaching down off the river while returning for replacements.

Other seiners caught by the north-westerly storms either sheltered in the lee of the land, or managed to get into a tidal harbour further up the north-east coast.

Some of the big sprat shoals off the Tyne were broken up by the storm, but they were reforming as frost and snow showers followed in its wake.

There was some storm damage to seiners in Grimsby fish dock caused mainly by vessels moored alongside one another, but it was minimal. Some dockside property was flooded 24 hours later on high tides hurst through parts of the sea defences. The flooding was not as serious as had been feared.



Dr. Lyon Doan — Industrial fishing in UK herring waters must be speedily phased out. There will have to be a limit pact if the Law of the Sea Conference fails.

## Revenge: £45,551

**TRADING** was brisk when Grimsby market reopened on Monday after a 12-day shut-down. All fish was selling well.

The Boston Group's Boston Boeing got off to a flying start with an Icelandic trip of 1,746 kits grossing £38,396.

This catch was easily topped on Tuesday by BUT's Ross Revenge. She earned £45,551 from 2,001 kits.

## Skipper goes to Durban

**FORMER** Filey skipper, Tom Junkinson, is now skipper of a cery fish boat sailing from Durban for the South African Inshore International Fishing Co.

Skipper Junkinson, a former Deputy Mayor of Scarborough, resigned from both Scarborough Council and the North Yorkshire County Council before starting his new job in South Africa on a one-year contract. At one time he and his wife ran a very popular fish and chip shop in Filey.

Another Yorkshire fisherman who has joined the same company in fish for only is Tony East of Scarborough, a former keelboat crewman.

Mr. East, whose father was a skipper, is the 1975 World Shouting Champion. He won the title at the World Shouting Championships in Scarborough after "oiling his lips" by eating monkfish tail!

## SHORT TRIP

**BUT's** Orsino (Sk. R. Spencer) sailed at Hull on Christmas day after a nine-day meckoral trip off the west coast. A refrigeration fault cut short the trip and she turned out between 80 and 90 tons.

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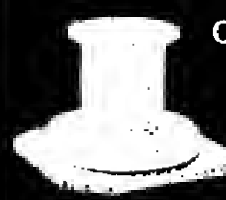
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# Irvin takes over Aberdeen fish plant

ABERDEEN trawler owners Richard Irvin and Sons Ltd. is extending its interests in the fishing industry by entering fish merchanting and processing.

Among new companies registered in Scotland last week was Alert Seafoods (Aberdeen) Ltd., a fish merchanting firm with a capital of £150,000. Behind this venture are Richard Irvin and Sons and Albert Hyland of Cults, Aberdeen.

On January 1 the new firm took over the Sinclair Road branch of Aberdeen fish merchants William Taylor

Jun., which is controlling its own production on the firm's comparatively new processing factory at Tullis.

Richard Craddock, a director of the trawling firm, said his company has been interested in diversifying into fish processing for some time. This move has given the firm the opportunity to do so

in a relatively small way, but the firm may expand gradually.

Mr. Craddock said the staff of about 20 at Sinclair Road would be retained. Production of wet and smoked fish is directed mainly at the home market, but the firm would be seeking to expand into exporting.

## Borers attack fleet

**DAMAGE** costing thousands of pounds is being caused to boats and wooden structures in Bridlington harbour by a mystery invasion of tiny wood-boring sea creatures.

Scientists have been called in to investigate the problem which could be disastrous.

The "invasion" has already been described as the most serious thing to have happened to the harbour.

A check has revealed that the 18-month-old keel boat *Ulysses* is already affected. All wooden-hulled trawlers — about two-thirds of the port's fleet — will now have to be slipped for examination.

More than a dozen cobles may have been bored and already *Colarías* has been replanked. The coble *Joshon* is also seriously affected and many more are waiting to be checked.

The creatures are also boring through the jetty timbers and both harbour commissioners and fishermen have sent wood samples away for scientific analysis.

Colin Tomlinson, chairman of Bridlington and Flamborough Fishermen's Society, said: "It is only just recently that we realised things were as serious as this. All the boats will now have to be checked."

Mr. Tomlinson said that

## Comic tug

MORE THAN 2,000 people attended Bridlington's comic football and tug-of-war event organised on Boxing Day by Bridlington fishermen and lifeboat crews. The event raised £456 for the RNLI and a local swimming club for the disabled.

wood samples had been sent to Ministry scientists and to the laboratories of a marine paint firm. Scientists from I.C.I. are also investigating.

Chairman of Bridlington Harbour Commissioners, Works Committee, Berry Gray, said that a meeting had already been held with fishermen to discuss the problem and laboratory results are being awaited.

"We will be having another meeting in the near future but first we will have to determine how extensive it is," said Mr. Gray.

"We will be examining all timber structures in the harbour and all wooden boats will be checked by the fishermen. The whole operation of trying to overcome this problem is being carried out in close co-operation with fishermen," he added.

The hot summer is one of several theories put forward as the cause of the invasion, but fishermen are awaiting word from the experts.

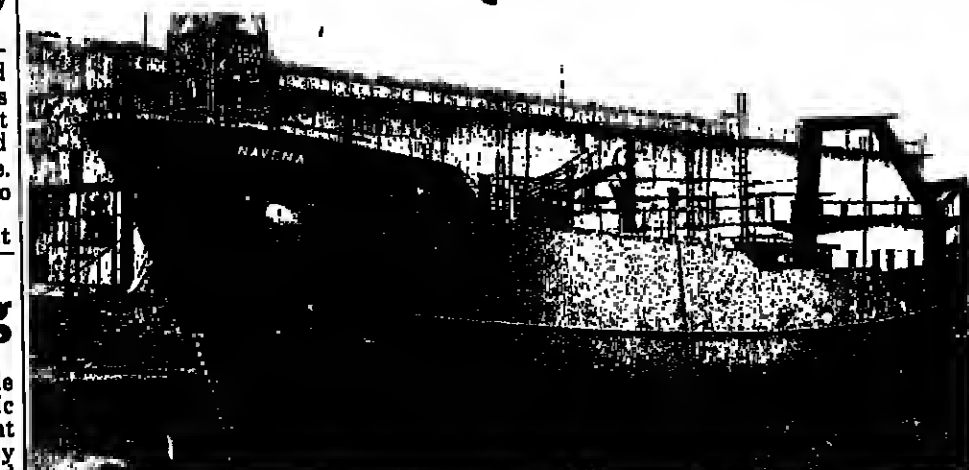
## WYRE LIGHT TO GO?

WYRE LIGHT — a structure in the sea approaches to Fleetwood known to countless fishermen — may be replaced with a more modern navigational aid.

Wyre Light is a metal structure which formerly had a lighthouse on its top. The lighthouse was gutted by fire in 1848, but a light has remained.

Now the structure is under the jurisdiction of the British Transport Docks Board, and a spokesman said Wyre Light may be reaching the end of its useful life. He added: "Nothing definite has yet been decided, but discussions are taking place."

## NAVENA — QUIET LAUNCH



NOW completing at Beverley is the 128ft. stern trawler *Navena* (above) for Marconi Fleetwood. She is one of four similar vessels for the company, the first of which, *Norina* — is now in service. The other two ships — *Idene* and *Armane* — are now fitted out at Goole and Beverley.

## Frozen fish dues 'too high'

CLAIMS that Fraserburgh is pricing itself out of a large slice of the fish industry has been made at a lively meeting of Fraserburgh Harbour Board.

A prominent item on the agenda was dues for frozen fish landings and it was this that caused heated discussion.

A recommendation from the board's finance committee that frozen fish be charged on the same basis as fresh or pickled fish — 24p per 2 value — came under fire.

Many board members have maintained that the landing dues on frozen fish should be calculated by the weight and

not by the 2 value.

George Will, manager of Fraserburgh Ice and Cold Storage Ltd., who is also a member of the board, said he has always maintained that all frozen fish coming into Fraserburgh should come in through the port.

This is not happening because of the archaic system at Fraserburgh. "We haven't been moving with the times," Mr. Will asked the board to fix a ton rate in place of the present percentage rate calculated on landed value.

Alan Bolt, Scottish manager of MacFarlanes Ltd., said: "My company gets its fish from Grimsby because we find it cheaper to buy frozen fish there and pay the

carriage to Fraserburgh than to buy here. The fish costs £8 a ton in Grimsby and, after carriage, it costs us £14. The same fish costs £20 in Fraserburgh."

Mr. Bolt said Fraserburgh is losing revenue. The board was just burying its head in the sand. It was not protecting the fishing industry there but just robbing the harbour of revenue it could have.

George Sutherland, a trawler skipper, said: "If we could see a guarantee that we are dealing here in block frozen fish, that would be all right by me."

The board agreed to reserve its decision on the dues until investigations have

## Test cost cox his command

NEW RNLI eye-light requirements have resulted in Roy Mitchellson, skipper of Fleetwood lifeboat for six years, having to give up the post.

The rules have led to the fact that crews could be left inexperienced members.

Mr. Mitchellson, an able fisherman, failed the colour section of the test and the crew elected John McDonough to take his place.

But then Mr. McDonough failed the same section of the test. Now, however, he is taking the matter further.

Mr. McDonough (48) said: "I have been to three local opticians and passed the separate eye tests. I was told I have exceptionally good eyesight and that colour is no problem."

But in the Department of Trade test he was told he could not distinguish between green and white lights.

McDonough is going to appeal against the test and is travelling to London on January 16 for a further official examination.

He said: "I am going to London at my own expense to put my mind at rest."

A spokesman for the RNLI in London said that the tests were a necessary requirement. But he said: "Mr. McDonough's case is not a precedent. It is a failure of crew members and would be delighted if he passed the appeal test in London."

Fleetwood is soon to be a new lifeboat to replace the present wooden craft. A craft will come to the port when a new pen which will allow her to remain afloat is completed.

The present boat is housed in a lifeboat house, with a slipway for launching.

# Top recruit dies in trawl warp

ONE OF Grimsby's most outstanding young fishermen died in an accident at sea aboard *Ross Cougar* on January 2 only hours after abandoning fishing to answer to a sinking French trawler.

John Hoppe (19), of Bywater, Darlington, died when he was caught by the trawl wires and dragged along the side of the vessel, about

65 miles north of Thurso, in the Papa Bank area.

*Ross Cougar* had just returned to the grounds after joining four other trawlers in a race to rescue the nine-men crew of the French trawler *Miss Cecilia*. They had taken to their lifeboats 50 miles north of the Butt of Lewis.

She turned back when it was learned that another French trawler had picked up the shipwrecked fishermen and was taking them to Stornoway.

*Ross Cougar* had just resumed fishing when the ac-

cident happened and she immediately put into Serebster with the body. It is believed a mechanical failure caused the accident.

Mr. Hoppe was one of the top trainee fishermen at Grimsby. Two years ago he gave up a promising career in the Merchant Navy because of his interest in fishing and was already on a special selective training course for trawler officers at the Grimsby College of Technology. He seemed set for an early skipper's ticket and a brilliant career in the industry.

He sailed with *Ross Cougar* on December 29 to gain more practical experience during the Christmas holidays.

Mr. Hoppe was single and lived with his parents at Darlington.

## TAGGED 'PRAWN' REWARD

ABOUT 1,000 medium to large Norway lobsters were tagged and released following a recent visit to the Farne Deep by the MAF's research vessel *Cliona*.

The Ministry wants to know whether large 'prawns' are moving into the most heavily fished areas. As this information will be useful to fishermen and scientists, it is important that tagged 'prawns' are returned.

The tags are bright green plastic discs attached to the claw. For each tagged animal, plus details of position of capture, the Ministry will pay "out of pocket expenses" of 50 pence.

For further information ring the Fisheries Laboratory, Burnham-on-Crouch, Essex, (tel: 0621-782658), or contact your local fishery office.

# HIGH-TIDE DANCE NO 'WASH-OUT'

FLEETWOOD'S annual fishing industry dance — in aid of the local industry's benevolent fund — was a success despite a high-tide which flooded the restaurant.

Waves broke over the promenade and poured into the restaurant of the Marine Hall, where the dance was being held.

John Thain, manager of the Heazel Fishing Co. said: "The skipper of *David Wilson*, Monty Banks, has reported that all the men are safe and well."

"The ships ran onto a small island in the bay, but all have refloated and hope soon to resume fishing."

Vehicles in the nearby car park were evicted but the dance went on regardless. Police and firemen ensured there was no danger.

There were also problems for Fleetwood fishing vessels. Three of them, *David Wilson*, *Susan Bird* and *Boston Sea Hawk*, sought shelter in Castle Bay, Isle of Lewis, but they were driven ashore.

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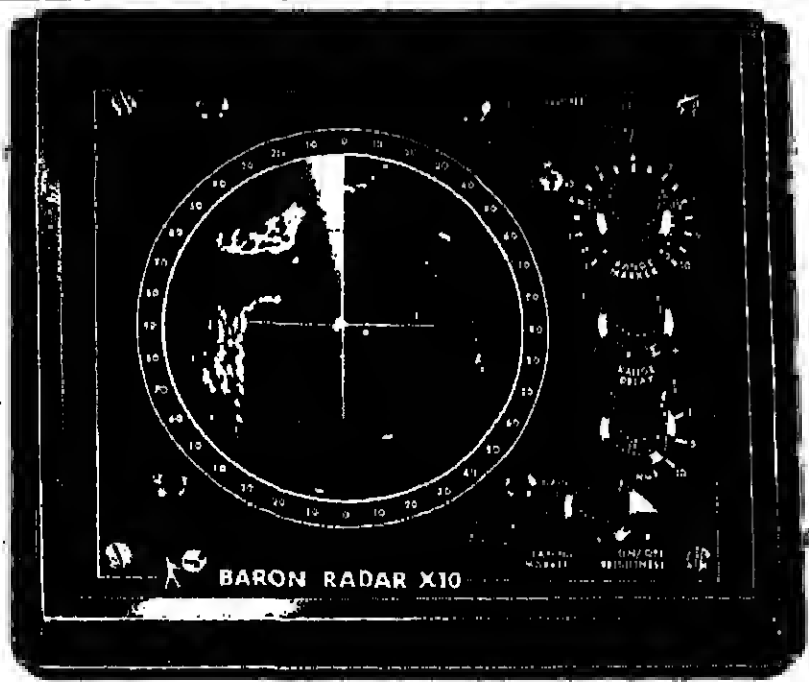
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# Preventing fish room rot...

**"WE ARE having a wooden boat built in our local yard which is more accustomed to building yachts than fishing boats."**

"It will have a forward wheelhouse, with the engine space below it, and a fish room with a hatch above it in the after deck."

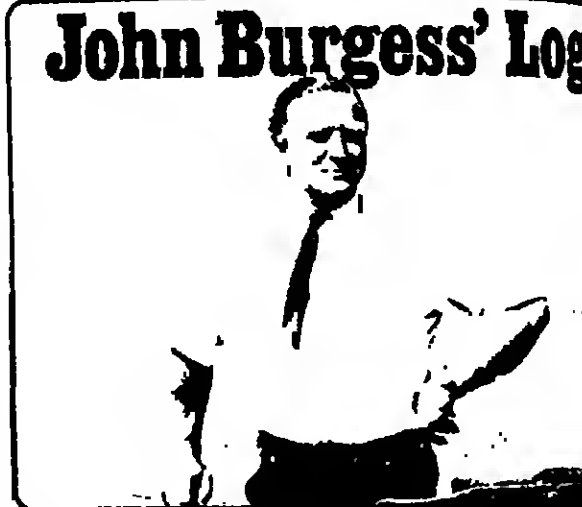
"Neither we nor the builders are sure which would be the best timbers to use for the construction of the fish room and how it would be best to treat them to prevent rot. We should appreciate any advice you can give us about this."

Some years ago the White Fish Authority issued a Research Development Bulletin on the subject of preventing rot in wooden fishing vessels. The following extracts from it provide the most authoritative answers to your questions.

Decay is most commonly found in timbers comprising the fish room including oregon pine decking, larch bunnis and stringers, and to a lesser degree in oak frames, clamps, beams and knees.

The spores of the fungus responsible for decay are present in the atmosphere. They will germinate, and the fungus will spread, if the following conditions are present: moisture content, in timbers which have not been effectively sterilised and properly treated with wood preservative, of over 20 per cent available oxygen; favourable temperature between 32 deg. and 90 deg. F; suitable food material.

Where any one of the conditions is absent, decay will not occur. In the fish room, conditions for decay are nearer optimum than elsewhere and, although increased ventilation would materially assist in keeping the moisture level in timbers below the danger level, it would also tend to raise the temperature and dry the fish. Only durable timbers should be used in the construction of a fish room and they should be sterilised and



properly treated with a suitable wood preservative. Ideally they should all be pressure impregnated with wood preservative. Where this is impracticable in the case of large curved timbers such as frames, for instance — they should be

dipped in an open tank containing wood preservative thoroughly brushed with it and then brushed with a brush taken to brush any fish which is cut during construction of the fish room.

Decking timbers under pressure impregnation they should be so too. When laying the impregnated timbers on the deck, and have to be cut to fit, the holes will have to be drilled for fasteners to be spaced.

All ends should be treated with preservative and, as preservative in deck fasteners should be poured into holes before treated timbers are fitted. Pressure impregnated timbers are obtainable from Timber Preservation (London) Ltd., Wellington Road, Crayke, North Yorkshire.

Copper naphthenate or tetrachlorophenol compounds for dipping or brushing ends, etc., are probably regular use in your local area if not, they are likely to be obtainable from the C&C Chemical Co. Ltd., 1 Bearsden Road, Glasgow W3.

When construction of fish room is complete, coating of Trawlage Fish Preservative, which is a shellac-based preparation sealing wood and lining prevent ingress of moisture and bacteria, or a similar product, is recommended. This is a quick-drying, free composition applied by brush or roller to protect the hullings and deckboards. It is probably the best available to reduce risk of rot. Both composition are suitable for use on the fish room. Both composition are suitable for use on the fish room. Both composition are suitable for use on the fish room.

## JELLYING EELS

"I SET two fyka neta in the creek one night and I've got about 15 lb. of yellow eels. I want to jelly them, but I don't know how to set about it."

I think a friend of mine puts them in an old dustbin, which he scoured out, and sprinkles them with salt for a couple of hours to kill them and remove most of the slime.

He then puts them in clean fresh water for about half an hour and goes on to scrape any remaining slime from their skins.

After that he guts them and washes them, thoroughly to remove all traces of blood. I think he uses a rag to hold them when he is gutting them, but you will find that if you dip your hand in salt or sprinkle some on the eels, you can handle them quite easily and, possibly, more hygienically.

He then cuts them into pieces about 2 in. long and either puts them in boiling water to which 1 lb. of salt has been added for every 25 lb., or puts them in boiling water containing 2 per cent vinegar and 1 per cent salt, plus 2 oz. of mixed spices in the gallon.

**Simmer**  
Those who use the former process bring the water back to the boil again after the pieces of eel have been put in, and then keep it simmering for about ten minutes.

After that time the flesh is likely to be soft enough to be pushed off the bone if you are jellying yellow eels.

If you are processing silver eels, you would probably have to cook the pieces for a little longer, as

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# Phone callmaker saves time

**BRIXHAM FISH** wholesaler Charles Newman has found a way of keeping ahead of his competitors by installing a Post Office card callmaker.

The telephone is a key tool in Mr. Newman's job and the callmaker helps save him precious time as it eliminates the need to finger dial each call.

The number comes up automatically by inserting a punched card into a box which sits next to the phone. Each card's phone number is made up of a pattern of punched holes. They can be alphabetically indexed and used on an unlimited number of times.

"We do all our business in a matter of three hours," said Mr. Newman, "so the quicker we can get on the phone to obtain prices, the quicker we can beat our competitors."

"If we can save 20 seconds on each phone call by using the card callmaker — then that's a lot of time saved and business gained."

"All our calls are rapid-fire ones," he said, "and the beauty is you can collect your thoughts for other things while the callmaker does the dialling."

"First thing in the morning, at about 6.45, I have to phone several wholesalers to find out the prices. When I've finished with one customer, I can make notes while the next number is being automatically dialled by the card."

Chas. Newman and Son has been operating for about seven years as fish port wholesalers, buying at the port and distributing the fish to other wholesale markets throughout the country.

Another callmaker is used by Plymouth fish wholesalers Robin and Russell Turner. They, too, have found calls are made faster.

The cost of a card callmaker is £5 a quarter and installation is £5. The Post Office also has other devices for speeding up phone calls and telex messages.

Details of callmakers are available at any local telephone sales office — the number is in the directory under 'Post Office'.



The phone callmaker in use at Turners of Plymouth.

# Back to the old lookout

**FLAMBOROUGH'S** first coastguard station, abandoned more than 20 years ago, is to be re-opened and modernised.

The station, adjoining coastguard cottages, was closed in 1953 when operations were moved to the existing lookout about a mile away, on the northern side of Flamborough Head.

The re-opening means Flamborough coastguard will now have a view to the south across Bridlington Bay, as far as Spurn Point.

This is not possible from the existing lookout which was sited so that coastguards could see a summer holidaymaker down the cliffs.

The old coastguard station was built at the beginning of

the century and the circular glass structure above it was established as a Lloyd's signal station in the 1920s. It continued as a lamp signal station until 1963.

Plans drawn up involve the demolition of the glass signal station and new extensions with a covered balcony.

A spokesman for the Department of Trade said: "This former coastguard station is one we have been looking at for some time. It is now being given top priority and work will start this year, although no date has yet been fixed."

Flamborough fishermen, who were concerned about the proposals, have been assured that the existing lookout will continue to be manned during the summer months and in bad weather.

## Product News

### GIANT PURSE SEINE ORDER

**THREE** large purse seines for two purse-trawlers competing in France for London's Gallie Shipping Ltd, have been delivered by the Bergen, Norway, net-makers Norenet.

The nets were delivered by three long distance trailer lorries which set out from three different net factories along the Norwegian coast.

The £100,000 order is for two herring purse seines 316 x 90 fathoms, plus one secondhand capelin purse seine 250 x 61.5 fathoms.

The ships using the nets will be *Galle Rose* and *Galle Moy*, both 99-footers now building at the Dieppe, France, yard of *Ateliers et Chantiers de la Meuse*.

The two herring purse seines are of standard Norenet design for Scottish herring purse seining, but also incorporate a "tearing strip" running horizontally in the main body of the net. This prevents extensive net damage when the net is being fished in shallow waters.

Total weight per net is near 13 tonnes, of which 3.25 tonnes are leads mounted on the leadline.

One large capelin purse seine will be used as a spare net on both trawlers and herring, as well as on sprats. This net is even heavier than the herring purse seines due to the smaller meshsize, 10.5 mm half-mesh and robust construction.

Two complete sets of towing equipment, together with large purse wires and four spare panels for repair of the herring purse seines, were also supplied.

**Range on sale**  
V. J. HART & Sons (London) Ltd. of Putney is now distributing the Guylew range of food processing machinery. Main items are a food former, saw for frozen fish or meat, plus emulsifiers to batter and breadcrumb fish fingers and fish cakes.

Spool winders and other equipment are available, providing a complete system for the manufacture of the new 'lie-flat' net.

Further information on the "Porlester 40 mm" net loom can be obtained from: Kathy Engineering Co. Ltd., Peckleton Common, Earl Shilton, Leicester LE9 7RG.



Large purse seine net

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## Corrosion problem

**"I SHOULD** be obliged if you could help me with a problem I have with my GRP-hulled boat. She is powered by two six-cylinder diesels and has four heavy duty 12V batteries installed.

"Five months ago I fitted two zinc plates, one over each stainless steel shaft, wired them to each stern tube and earthed them to each engine.

Since then, although I have run the engines for only 30 hours, the plates have been completely sacrificed, the 12 bolts holding the brackets have corroded and caused all the nuts to come away, and there are signs of corrosion in the rubber seals.

"Can you tell me why I'm getting so much static electricity? Would the fact that

in the mud berth in which the boat is kept, there are four other boats with people living on board them who regularly run their engines in charge their batteries, have anything to do with it?"

"If the zinc plates you mention were anodes of suitable size and shape, their swift sacrifice may have been due either to the position in which they were fitted and/or in the way in which they were wired.

Batteries and/or radio telephones earthed to an external copper plate or Dynaplate, and electrical discharge from adjacent craft, could have been contributory causes.

In the circumstances, I think you would be well advised to get expert opinion

about the likely causes of corrosion and the best means of preventing its recurrence.

M. G. Duff Marine, Birdham, Chichester, has standard cathodic protection systems for boats and can devise a system if necessary.

The firm will not only advise you about the suitable type of anode and how to wire them, but also supply all fittings as well.

**ANY QUESTIONS?**  
If you have any questions about boats, equipment or methods, John Duff always prepared to answer them if you write with a stamped envelope for reply.

## New net loom

**RATBY Engineering** of Leicester has introduced a new "Porlester 40 mm" net loom which, it says, overcomes handling problems often encountered with nets, particularly in the smaller mesh sizes.

Especially suited for use with polythene twines, the new machine eliminates 'K' mesh and, by removing any flat, ensures that the net lies completely flat for easier, safer handling.

The "Porlester 40 mm" loom is up to 6 mm. diameter, double-braided twine to produce an accurate mesh from 45 mm. to 200 mm. knot to knot. It is available with 75

or 100 shuttles, both having standard 40 mm. pitch and 200 mm. spool diameter.

Priced at £13,612 for the 75 shuttle, and £15,778 for the 100 shuttle loom, Ratby Engineering expects its "Porlester 40 mm" to be as successful as other machines in the range.

Spool winders and other equipment are available, providing a complete system for the manufacture of the new 'lie-flat' net.

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SCOTLAND'S newest fishermen's co-op, the Fishermen's Mutual Association (Buckie) Ltd., was founded in 1973 by a group of Moray Firth fishermen who wanted to control their own shore-based interests.

Today the new venture has 18 members and is run on democratic lines, which allows fishermen to have the ultimate say in their own affairs.

One of its newest members, Skipper Ian Smith of the Peterhead seiner Alert, summed up the general advantages of belonging to a mutual association when he told *Fishing News*: "It enables a skipper to run his own business and look after his own interests".

Almost all the members belong to the Buckie area but two of the newest members, Skippers Ian Smith of *Alert* and Andrew Strachan of *Challenger*, are from Peterhead.

At 80 ft long, *Alert* and *Challenger*, plus *Summit* of Buckie, are probably among the largest boats in Scotland to be members of a mutual association.

The association's board of directors consists entirely of skippers and the chairman is Skipper Sandy Sutherland, of the Buckie boat *Interiors*.

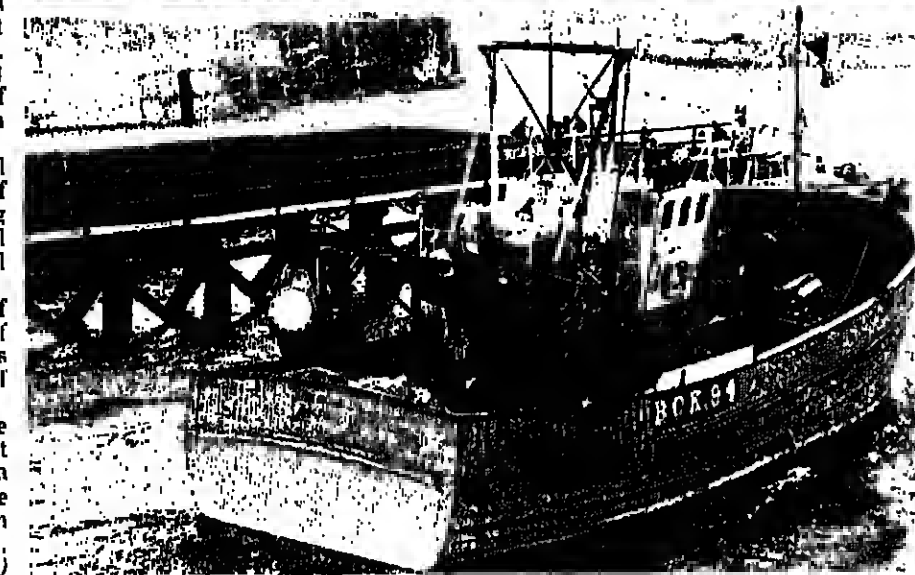
Other directors include Skippers Jack Fleit (*Transcend*), Watson Lawrence (*Venture*), Leslie Mair (*Margaret*), Gordon Mackay (*Rosemount*), George Slater (*Summit*) and Ian Smith (*Alert*).

Day-to-day running of the business is handled by manager Willie Nicolson, who is a native of Shetland, and has always been interested in fishing.

He sees the setting up of mutual associations of this type as a major step towards allowing fishermen to run the fishing industry themselves and so achieve complete independence.

At present the association offers fish selling, book-keeping and chandlery services to its members.

# SKIPPER'S DIRECT BUCKIE CO-OP'S £1m OPERATION



As many of the members fish from Peterhead for much of the year, a chandlery shop was opened there in the summer. This also attracts a great deal of business from boats outside the association. Plans for expansion are in the pipeline and a fuel oil depot will be opened in Peterhead shortly. Although the association does not plan to take shares in boats, it will be able to lend fishermen money to buy new vessels. Catches from member boats are auctioned on the

Buckie fish market by Alex Stewart, who also manages the Buckie chandlery shop.

Landings at Peterhead are sold through the Don Fishing Co., and the chandlery shop is managed by Jim Duthie.

Profits from the association belong to members, but at present the money is being ploughed back into the business to provide more capital assets and better services.

The association hopes soon to reach the stage where it will be generating enough profit to bring in new

The modern Buckie trawler *Lily Oak IV* heads into port. She was built at Macduff for Skipper A. Wilson.

members each year. Next year it is forecast that the shore-based interests may gross over £500,000.

Following this period of expansion, and when the FMA is about five years old, members will begin to receive the profits — starting with those made in the association's first year.

As a further move towards unity in the inshore industry,

the Buckie FMA keeps in close contact with the other Scottish co-ops.

The association is a member of the newly-formed Fishing Co-operatives Trading (Scotland) Ltd., which allows all Scottish mutual associations to buy chandlery collectively and so keep costs to a minimum.

In addition, it belongs to the Scottish Federation of Fishermen's Co-operatives. This federation looks after fishermen's interests on the political scene and sends a representative to Brussels.



Lynn Marie, one of Buckie trawlers, was built in 1973 for Skipper W. Wilson.



Above: Karin, one of Buckie seiners, is owned by Skipper.



Above: Skipper John Slog, built last year, is one of the 58-footers in the Lynx. Aries, owned by Skipper George Murrey, is shown fishing for herring, sprats and neps.



## VERSATILE 100-STRONG FLEET

BUCKIE fishermen have always been very versatile. They own a very cosmopolitan fleet and try to reap the benefits of all the various fishing harvests. They don't stay still in one place. One or two have even been at the herring fishing recently, local skipper, George Murrey, told *Fishing News*.

Boats belonging to the Moray Firth port of Buckie are now fishing out of bases around the coasts of Scotland and North East England — from North Shields to Gairloch.

Some 100 vessels between 40 and 80 ft belong to the Buckie fishery district, which extends from Portgordon to the West and Cullen to the East. About a third of the fleet concentrates on seine netting and is based on Peterhead. The remainder of the boats mainly undertake light trawling for nephrops and white fish, although at various times some of these also engage in trawling for sprats, herring and pout.

Several boats also work Danish seine nets and one vessel has tried purse seining for herring.

At one time Buckie owned a large fleet of steam drifters which followed the various Scottish and English herring fishings. During the 1950s, however, most Buckie skippers abandoned herring drifting for white fish seine netting. In 1957, Buckie was the next most important Scottish seine net port after Aberdeen.

Good market prices and proximity to the North Sea grounds encouraged more Moray Firth boats to land at Aberdeen, and more latterly at Peterhead. About 40 Buckie seiners, including many of the port's larger and more modern vessels, work out of Peterhead all the time and fish as far north as the Bergen Bank.

The majority of smaller or older vessels are equipped for light trawling for white fish and nephrops, and pair trawling for sprats or herring. During the 1960s Buckie fishermen were to the forefront in building up the Scottish nephrop fishery and today about 50 local boats can be fishing for these at any one time.

Nephrops are now the most important shellfish species landed in Scotland and

Buckie is the top East Coast port.

Many Buckie boats spend much of the year trawling for white fish and nephrops in the Minches and land at such ports as Lachinvar, Mulling and Gairloch.

Nephrop fishing from Buckie itself is usually busiest in the summer and a number of boats come home from the West Coast. Catches are taken in the Moray Firth and on grounds as far away as the Skale Hole some 80 miles North East of Fraserburgh.

Later in the year some boats move to grounds off Northumberland and land their catches at Blyth.

For a number of years an important sprat fishery has taken place in the inner reaches of the Moray Firth in the winter and catches are landed mainly at Inverness and Buckie. Together with vessels from other ports, many Buckie trawlers then switch to pair fishing for sprats, the bulk of the catches being sold for fish meal.

Some better quality sprats have been bought by Norwegian vessels for freezing and last winter one of these was based at Buckie. By early November the sprat fishing is well under way but in mid-November boats were finding the shoals so scarce that many continued fishing for nephrops instead.

Sprats would have to be caught in large quantities to make the fishing worthwhile. One Buckie fisherman told *Fishing News* that the fish meal firms had been offering only £24 a ton compared with £40 a couple of years ago.

When I visited Buckie recently a small fleet of about half a dozen vessels were fishing for nephrops and landing at home. The three vessels I went aboard were good examples of the versatility of the local fishermen.

The 65 ft *Aries* was built by the local yard of George Thomson and Son in 1970 for Skipper James Slater. During the last few years she has fished for sprats, nephrops and herring. In mid-November she was travelling for nephrops some 12 to 14 miles from port, sailing at two pm, fishing through the night, and returning the following morning for the nine am sales.

She was catching around 30 to 40 stone of nephrops each night — which Skipper Slater said was quite good.

During this last autumn *Aries* pair-trawled for herring and landed at Eyemouth and North Shields, before moving

round to the Isle of Man.

She worked in partnership with the new steel stern trawler *Heather Sprig*. Two other Buckie boats also took part in the herring fishing.

Normally *Aries* trawls for sprats at the beginning of November, but the current failure of this fishing has encouraged her to remain fishing for nephrops.

*Heather Sprig* meanwhile has switched to industrial fishing for pout for Fraserburgh.

The 70 ft wooden cruiser-sterned *Manna* was built by Smith and Hutton of Anstruther in 1964 and in her early days worked herring drift nets in the summer and autumn and landed at North Shields and Yarmouth. In later years she switched to full time seine netting and often landed at Buckie and Aberdeen.

In more recent years *Manna* has concentrated on nephrop trawling and has worked from Buckie and Blyth and West Coast ports.

Skipper George Murrey said that although prices for nephrops had gone up slightly they were still below what they were two or three years ago and by no means compensated for the steep rise in the operating costs of the boats.

He said that many of the boats were working undermanned just to keep going and a lot of the fishermen were beginning to lose heart.

Skipper Murrey is now very concerned about the heavy costs of the safety surveys shortly to be carried out by the Department of Trade.

Another member of the fishing industry in Buckie said that he thought the sur-

veys were unnecessary. He pointed out that a skipper already knows the limitations of the boat that he owns and will fish on the grounds and to the weather conditions that he knows his boat is able to withstand.

Representative of many of the newer light trawlers in the Buckie fleet is the 58 ft transom-sterned *Lynx Marie*. She fishes for white fish and nephrops, working from Lachinvar during the first half of the year and then having herself at Buckie. At the time of my visit she had been looking for sprats, but having found none, she was changing back to nephrop trawling.

Built by Herri and Mackenzie in 1973 for Skipper W. G. Wilson, *Lynx Marie* is powered by a Volvo Penta engine.

An unusual feature of Buckie is its small fleet of steel stern trawlers. The most recent addition is the 56 ft *Heather Sprig* completed in July by Herd and Mackenzie for Skipper John Smith. Powered by a 300 hp Kolvin engine, her equipment includes a Kort propeller nozzle, Robertson hydraulic trawl winch and an AKA power block on an Atlas crane. Electronic aids include an Elna echo sounder and fishlupa.

Herd and Mackenzie have built about half a dozen similar vessels for the local fleet and have another under construction. Two other stern trawlers, *Valmark* and *Mannatho*, were built for Buckie skippers by the Yarmouth yard of Richard Dunlop, and are based at Lachinvar for much of the time.

Below: The 80 ft *Alert*, skippered by Ian Smith of Peterhead, became a member of Buckie's Fishermen's Mutual Association just one year ago. Skipper Smith is now one of the association's directors.

Also skipper or part owners of pocket trawlers fishing from Aberdeen. Another local fisherman, Skipper Ian Hildal, who was born in Norway, owns the 58 ft Norwegian-built vessel *Nordic Prince*. Although she worked a herring purse seine for a while, she is now seine net fishing and landing at

Several Buckie men are also skippers or part owners of pocket trawlers fishing from Aberdeen. Another local fisherman, Skipper Ian Hildal, who was born in Norway, owns the 58 ft Norwegian-built vessel *Nordic Prince*. Although she worked a herring purse seine for a while, she is now seine net fishing and landing at

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## SCAMPI CENTRE OF SCOTLAND



Above: One of Moray Fish Supply's fleet of refrigerated trucks. The firm employs 150 people.

Below: One Buckie boat trawling for nephrops is the 21-year-old *Manna*. She is skippered by George Murrey.



BUCKIE is also the home of Moray Fish Supply — recognised as one of the main shellfish processors in Scotland.

Proprietor Mr Charles Ekersley, came to Buckie in 1968 from Manchester where for eight years he had been in the wholesale fish trade.

His first operations at Buckie involved processing and marketing white fish but, with the development of nephrop fishing in Scotland in the 1960s, he switched to scampi processing as this was a growth industry and had such great potential.

### America

Being a labour intensive industry shellfish processing also provides much needed employment in Buckie.

In the late 1960s Mr Ekersley travelled widely in Europe and North America to establish a market for his products and to build up a personal relationship with his overseas contacts. The firm introduced its own refrigerated transport fleet in 1969 so that products can be maintained at very low temperatures and in excellent

condition when travelling through the Continent.

Catering mainly for the restaurant and wholesale trade the firm now exports to ten countries, with regular shipments going to Europe and North America.

A work-force of 150 people is employed and much of the scampi processing machinery has been supplied by Foodmek Ltd.

Refrigerated storage space amounts to 60,000 cu ft.

### Demand

Mr Ekersley feels that there will always be a keen demand for scampi which is a gourmet food, but he feels some concern for the future of the fishing because too many small nephrops are being landed and there is an increasing shortage of larger ones.

If conservation methods are not introduced, Mr Ekersley fears that this valuable export trade could suffer. He feels that a minimum should be imposed on the size of nephrops landed, and that fishing should be restricted during the breeding seasons.

Better quality catches would eventually bring the fishermen much better prices.



Mending a nephrop trawl aboard the boat *Aries*, Skipper (centre) alongside the wheelhouse.

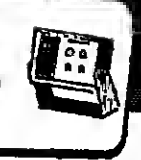
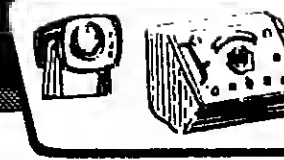
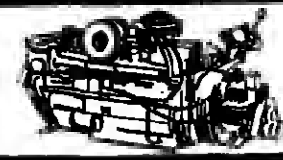


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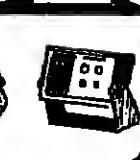
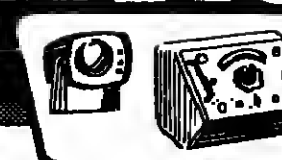
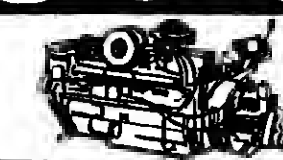
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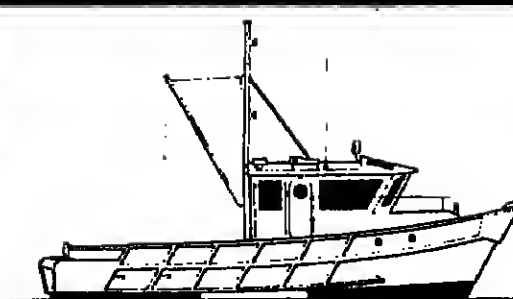
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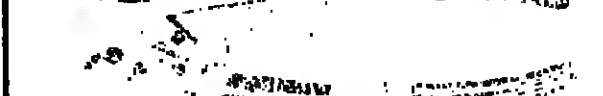
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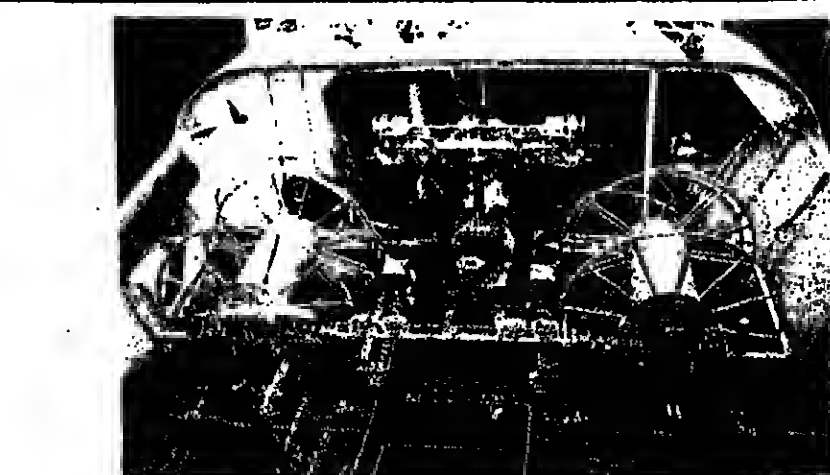
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# Buckie yards busy - but order book is low ...

FOR MANY years Buckie has been one of the busiest boat-building centres in Scotland. Its three yards have produced hundreds of fishing vessels for British fishermen, while one or two have gone to overseas owners.

Although all three yards are still quite busy, they are at the same time feeling the effects of the cut back in new orders.

Lieutenant-Commander Robert Young, Director of James' Buckie Shipyard, said that the position was very serious and he was very worried about the future of the boatbuilding industry. He added: "If we don't get new boats to build, we can't retain our labour force and maintain our equipment and overhaul facilities for the existing fleet."

During the fishing boat building boom in the 1960s James' were able to bridge the gap by building pleasure craft. But, as Commander Young pointed out, no one will order these now because of the 25 per cent VAT that has been imposed on their purchase.

James' Buckie have three vessels under construction but beyond these their order book is empty. Two 66 ft cruiser sterned pair trawlers are being built for Grimsby owners, one for Skipper Jens

Bojen and the other for Richardson Seiners. These will be followed by a traditional seiner trawler for Moray Firth owners.

Herd and Mackenzie are in a slightly better position with five vessels in hand but they too have few enquiries and no further definite orders.

Recently completed was the 66 ft wooden-hulled anchor seiner *Edlei* for Skipper Leif Gravesen of Grimsby. With a beam of 18 ft 6 in., she is powered by a Gardner 8L3B engine driving the propeller through a Twin Disc 34:1 reduction gearbox.

Clear handling machinery includes Norekore Lauren Herd and Mackenzie's Buckie yard. The anchor seiner *Edlei* is seen ready for launching from the shed on the right.

hydraulic anchor seine and trawl winch, Ramme seine rope storage reels, Loeas Hydraulic double sheave peeler, power block, and Nerskov Leunen kill net reel.

Electronic aids in the wheelhouse include Simrad EQ echo sounder, Decca RM 914 radar, Decca 350 autopilot and 'Sailor' radio telephones.

A 24V d.c. electrical supply will be provided by Transmotor alternators, one on the main engine and the other driven from the Lieber HR2 auxiliary unit. (*Edlei* is also pictured on the Back Page).

*Edlei* will be followed by a 75 ft cruiser sterned seiner trawler for Skipper W. Humphrey of Buckie. She will have a steel deckhouse and aluminium gutting shelter. Clear handling machinery will

include Sutherland winch, Loeas Hydraulic rope storage reels and Rapp power block.

The main engine will be a Kelvin 500 hp diesel with a Reintjes gearbox, and wheelhouse aids will include Elec echo sounder and fishlupe. Decca radar, Navigator and track plotter, Robertson autopilot and 'Sailor' radio telephones.

A 66 ft steel stern trawler will then be launched for Skipper Joe Smith of Buckie. Her equipment will include Kelvin 375-hp main engine, Pettar auxiliary unit, Sutherland hydraulic trawl winch, Rapp power block, Elec echo sounder and fishlupe, Robertson autopilot, Decca radar and 'Sailor' radio telephones.

Herd and Mackenzie have also started work on two 87 ft steel stern trawlers for the



A 66 ft pair trawler under construction at James' Shipyard. The boat is for Grimsby skipper, Jens G. Gjen.

Chambers family of Northern Ireland. Designed by the builders they will be of stern trawler layout with a beam of 24 ft. Each will have a Mirreles Blackstone 800 hp engine and Norskov Laursen winches.

George Thomson and Sons

are building two vessels to live on further orders at moment although they had one or two enquiries. First to be completed will be the 72 ft seiner-trawl *Hopewell* for owner Buckie and Findoch. Designed by G. L. Watt and Co. she has a twin stern and a beam of 21 ft with an aluminium whaleback.

She will be powered by Caterpillar D353 engine fitted with a Sutherland winch and Loeas Hydraulic power block.

On the stocks is a 70 ft seiner-trawler for owner Hopeman. To a G. L. Watt design, this vessel will be Kelvin 415 hp engine with the propeller in a Kort nozzle.

Deck units will include Sutherland seine and trawl winch.

January 9, 1978

FISHING NEWS

13

# Norway 'goes Scottish' to build Irish boat



*Golden Star* (6236) was designed by Arbroath's Napier Company for a Bangor, Ireland, owner. She is 65 ft. long.

THE 65ft. wooden trawler *Golden Star* has been delivered by Aas Skipsbyggeri a/s of Vestnes, Norway, to Bangor, Co. Down, Northern Ireland.

She is the first vessel built by the yard for an overseas owner and, although it normally builds with laminated pine frames and pine planking in accordance with Norwegian practice, this boat

is constructed using British methods.

She has an oak-on-oak hull, with the planking 25 per cent through fastened, a yank deck, steel beams, bulkheads and deckhouse, plus an aluminium whaleback.

The vessel is very well equipped and is the latest in a rapidly growing number of fishing vessels of many kinds designed by the Napier Company of Arbroath, Scotland. She is owned by Mr. J. Millor of Bangor.

With an overall length of 65ft. (19.8 m), she has a beam of 20.67 ft. (6.3 m) and overall depth of 10.83 ft. (3.3 m). Her engine room is forward, fishroom amidships and crew's cabin aft. There is a small storeroom in the forepeak.

Propulsion is provided by a Redoubt DNP12 diesel engine of 430 hp, which drives a 5MB variable pitch propeller in a fixed nozzle also supplied by the French engine makers.

The main engine drives the hydraulic power packs for the winch and power block, a Transmotor ACG220 generator and Desmi SA50 bilge and fire pump. A similar generator and pump are driven from a 214 hp Lister 101HRW2M22 auxiliary engine. The electrical system is 24V d.c.

Norskov Laursen has supplied the type FK29 Norlat trawl winch, which has a seine drum attachment.

for rapid conversion to seine netting.

Gallows are fitted at the starboard side forward and on both quarters, while the trawl and landing derricks, tripod foremast and gooseneck mizzen mast are all of steel.

Fitted aft of the deckhouse, on the centre line, is a Loeas Hydraulic 24 in. power block.

Wheelhouse equipment includes 'Sailor' R106/T122/32 SSB radio telephone, Simrad PC vhf radio telephone, 'Sailor' R114 watch keeping receiver, Simrad SL sonar, Simrad EQ echo sounder and scale expander, plus Atlas 350 monoscope. Decca supplied a Mk 21 Navigator, 350T track plotter, 450 autopilot and RM916 radar.

Other equipment in or on the wheelhouse includes Tonford power assisted steering gear, Iverson Trondheim-type RK8 compass, 250W Noack searchlight, Tandberg naviga-

tion light indicator and a window wiper. A helmsman's chair and a chart table are also fitted.

Berths are provided in the spacious cabin for a crew of six, plus two spare, and a WC and shower compartment opens off the cabin.

A Reflax oil-fired heater is fitted and pipes serve a hot water radiator in the wheelhouse; exhaust from the heater warms the oilskin locker.

The deckhouse is aft of the wheelhouse and, although only 7.4 ft (2.25 m) long, it accommodates access to the cabin and wheelhouse. Full height emergency escape from the cabin to the deckhouse top, an oilskin locker, Pyro oil-fired stove, sink unit with hot and cold running water and a draining hoard, plus a mass table and seating for six persons.

The space below the wheelhouse is used for a Byma hydrophore pressure set for fresh water, the steering gear pump, miscellaneous electrical equipment and storage space, plus a Nyhox fan. A Libra GRP door is fitted at the deckhouse entrance.

With capacity for 60 tons of hulk herring, the fishroom is fitted with aluminium stanchions and wooden divisions, also an aluminium hatch. The hold is well placed for a good laden trim.

Fuel capacity is about nine tons and fresh water, held in an aluminium tank, about 22 tons.

The whaleback has a portable extension over the winch on the port side, and a bulkhead is fitted to improve safety by enclosing a substantial part of the forecabin.

Two entrances to the engine room, which is ventilated by two Nyborg fans plus natural trunks, are provided. Three Whale oil pumps serve the main compartments, and a Whale Gusher pump provides emergency fire and washdown services.

*Shetland* is the third new trawler for Co. Wexford owners to arrive at Rosslare in recent months.

BIM's Kilbybegs yard has launched an 80-footer. She is named *Loch Am Luio* and will fish from Burtonport under Skipper Neil Doherty.

Stability calculations of *Golden Star* were compiled by the Napier Company.

# Wick yard's double

THE James McCaughy yard at Wick recently diesel driving through a 2:1 reduction oil-delivered two boats in one day. The first, the 36 operated gearbox, *Northern Lights* has an oak hull, GRP *Drumbeat*, was featured in *Fishing News* on December 8 last year. The second is *Northern Lights*, a clinker-built 29-footer with a ment includes Simrad EV sounder, Decca 050 by Lybster under William Keith. The forward radar and Savolux VHF. Seawater below the wheelhouse boat is powered by a Lister HRV3 *Drumbeat* (left) and *Northern Lights*.



# Third for Wexford

THE new 80 ft. trawler *Shetland*, built by the John Tyrrell yard at Arklow, has started operations from her home port of Rosslare.

The trawler, built for Skipper Lawrence Left of Wexford, joined the south-east coast herring fleet operating from Dunmore East.

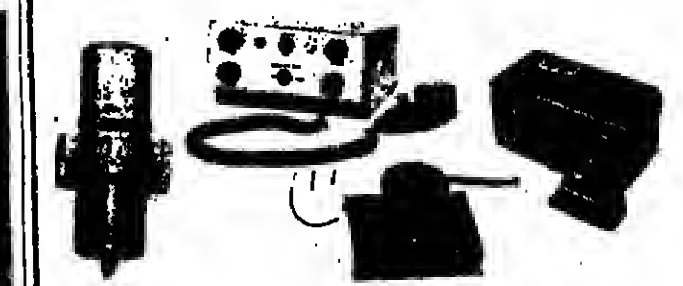
*Shetland* is the third new trawler for Co. Wexford owners to arrive at Rosslare in recent months.

BIM's Kilbybegs yard has launched an 80-footer. She is named *Loch Am Luio* and will fish from Burtonport under Skipper Neil Doherty.

Emergency radio batteries are stored in the wheelhouse top in a Libra GRP battery box. Two eight-man Benetti inflatable lifeboats are also fitted there.

Stability calculations of *Golden Star* were compiled by the Napier Company.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRANTON

NS, 993: *Arctic Riever*, Liston, (Sk. T. Robb), 701 cwt., NS, 12 days.  
NS, 12 days: *Arctic Challenger*, Liston, (Sk. K. Grubb), 581 cwt., NS, 12 days.  
NS, 433: *Arctic Crusader*, Liston, (Sk. M. Anderson), 361 cwt., NS, 13 days.

### HULL

NS, 599: *Ross Otranto*, BUT (Sk. M. Clark), 1725 kits, I, 22 days.  
NS, 974: *Benello*, Marr, (Sk. S. Abbott), 1341 kits, I, 22 days.

### ABERDEEN

NS, 364: *Ben Asdale*, Irvin (Sk. J. Gowie), 143 kits, 23 days.  
NS, 478: *Ben Lui*, Irvin (Sk. T. Nelson), 708 kits, B, 19 days.  
NS, 1948: *Grampian Monarch*, North Star (Sk. R. Catto), 617 kits, B, 17 days.  
NS, 574: *Scottish Princess*, North Star (Sk. A. Cockburn), 500 kits, Shetland, 14 days.  
NS, 335: *Ross Heron*, BUT, 417 kits, Shetland, 12 days.  
NS, 462: *Aberdeen Fisher*, Wood (Sk. C. Duncan), 283 kits, Shetland, 10 days.

## PORT MARKETS

### MONDAY JANUARY 8

**HULL**  
5,423 kits from three distant water vessels. Prices range per 10 stone kit, heads on: shell cod, £22.45/£27.75; shell codling, £19.50/£25.80; shell haddock, £23.50/£29; coley, £10.50/£25.00; barygits, £10/£25; plaice, £22/£30. No distant water halibut, bulk codatuff or bulk haddock.

### GRIMSBY

A fair supply of 5,075 kits from

9 ships met a good demand. Prices: shell cod, £3/£4; codling, £1.60/£2.40; shell haddock, £3.80; medium, £3.40; rockfish, £1.40/£2; large plaice, £1; best small, £3.50; small, £1.90/£2.10; redfish, £1.80/£2; per stone.

**LOWESTOFT**  
Prices: large cod, £87; large plaice, £42.50/£44; medium, £45/£46.75; small, £38/£45; large haddock, £27; large turbot, £1.15, per 10st. kit.

**MILFORD HAVEN**  
Prices: cod, £14.20/£26; haddock, £13/£10; Dover plaice, £25/£43.60; Dover sole, £52/£150; hake, £13/£22; roker, £30/£30.60, per 6st. kit.

**FLEETWOOD**  
Prices: English shell cod, £33/£37.50; bulk, £32/£36; sprags, £25/£20.50; large plaice, £40; dabs, £12.50/£14; pollock, £21.60; large haddock, £38/£39.50; medium, £41.50; small, £28/£32; whitties, £14; hake, £42/£70; coley, £17/£22.60; dogfish, £10.80/£11.60; monkfish, £31.40/£32.40; roker, £16.20/£30.20; whiting, £14/£23, per 10st. kit; Iceland shell cod, £31.80/£35; bulk, £25/£33; sprags, £19.50/£35; rockfish, £21/£22; redfish, £13.40/£16.60; fushs, £11/£17.20; mock halibut, £13.60/£16.40; coley, £13.60/£21.60, per 10st. kit.

**BRIXHAM**  
Prices: cod, £3.30; large plaice, £3.45; whiting, £1.45; lemon sole, £5.50; Dover sole, £15.70; brill, £5.85; allps, £1.45; squid, £2.70; monkfish, £7.20; roker, £3.65; dabs, £2.60; gurnards, £1.15; congers, £1.05, per stone; scallops, £1.20 per doz.

**NEWLYN**  
Prices: cod, £3/£3.30; large plaice, £3.45; Dover sole, £7/£15;

hess, £7.30/£7.65; brill, £4.75; dabs, 40p; squid, £2.20; gurnards, 35p; per stone.

**EYEMOUTH**  
Prices: cod, £2.35; codling, £2; haddock, £1.50; whiting, £2; monkfish, £1.50; lemon sole, £2.50; squid, £2.80; per stone, crab, £4 per 4st kit; Lobster, £2.30 per lb.

**DUBLIN**  
Prices: cod, £2.05; large plaice, £3.90; codling, £1.33; large haddock, £2.62; Dover sole, £13.80; turbot, £4.35; monkfish, £2.60; sligsole, £3.90; dabs, £1.41; white pollock, 90p; per stone; ungutted whiting, £2.50/£3.30; roker, £6.00/£14.50; per 7st. kit; prawns, 16p; lobster, £1.65; prawn tails, £1.10, per lb.

**TUESDAY, JANUARY 9**  
**BUCKIE**  
Prices: cod, £1.43/£2.06; haddock, £1.53/£2.90; whiting, £1.20/£1.87; monkfish, £1.93/£2.00; prawn tails, £7/£12; plaice, £2.33/£3.28; dogfish, 70p/£1.05; skate, 62p/£1.40; sole, £1.70/£3.87 per stone. Seven boats landed 550 boxes.

**PETERHEAD**  
Prices: cod and codling, £1.70/£2.80; plaice, £4/£4.50; sole, £4.50/£5; monkfish, £3.10; whiting, £1.30/£1.60; dogfish, 85p/£1.05 per stone; haddock, £1.50/£3.87 per box. Ten boats landed 826 boxes.

**FRASERBURGH**  
Prices: haddock, £12/£20; cod, £15/£22; sole, £5.60/£7; dogfish, £1.40/£2 per box; lemon sole, £3.40/£5; plaice, £3.30/£4.80 per stone. Six boats landed 60 boxes.

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## BILLINGSGATE

ON TUESDAY 185 tons were delivered. Average selling prices on merchants' stalls: shell cod fillets, £6.70; hulk cod fillets, £6/£8.50; haddock fillets, £8.50/£1; small English dogs, £3.80/£4.60; large English dogs, £4.65/£5.60; small roker wings, £3.80/£4.30; medium roker wings, £4.35/£5.80; large roker wings, £5.85/£7 per stone; sole, 40/80p per lb; meckerol, £1.60/£1.70; sprats, £2.50; herring, £3/£3.30; small haddock, £0; golden eulachs, £5.50; filleted kippers, £3.50/£3.60; selected kippers, £2.50/£4.50 per stone; selected lobsters, £2/£2.50; unsalted lobsters, £2/£2.20; large crabs, over 3 lb, 25/36p per under 1 lb, 15/25p per lb; sole, £1.30 per dozen; welks, £3.50; hushel, English mussels, £1.50; Irish, £2.50 per bag; prawns, per lb; cockles, £1.20/£1.50; gillnet, snappers, 28p per lb.

## RETAIL PRICES

AVERAGE national retail prices on Tuesday, January 9, supplied by National Federation of Fishmongers are: cod £2.87; haddock fillets, 70p; fillets, 35p; plaice fillets, 70p; monkfish, 25p; cod fillets, £1.40; mackerel, 25p; sprats, 23p; ling, 30p; kippers, 40p; dogfish, 51p per lb.

## HUMBER VESSELS DUE

### GRIMSBY

Expected during the week from White Sea: *Gillingham*. From Iceland: *Ross Rodney*, *Belgum*, *Ross Renown*, *Port Vole*, *Northern Sky*, *Northern Gift*, *Coldstream*, *Royal Lines*. From Faroe and Western: *Ross Lynx*, *Rhodemon*, *Kyola*.

### Qyano, Samaritan, Ocho, Tio

Expected during the week from Iceland and White Sea: *Arctic Cavalier*, *Arctic Star*, *Arctic Vandal*, *Lord St. Vincent*, *Primella*, *Portia*, *Ross*, *Ross Trafalgar* and *Somerset*.

## HERRING REPORT

### TUESDAY, JANUARY 9

**Stornoway:** one trawler, 17 tonnes; one drifter, 11 tonnes; homemarket 28 at £8.50/£11.30. Mixed in size, spent, 330/400 per 50 kg.  
**Ulupool:** 18 trawlers, 224 tonnes; homemarket 205 at £8.01/£13; per food 19 at £4. Uniform to vary mixed in size, 320/800 per 50 kg.  
**Uig:** four trawlers, 67 tonnes; homemarket 87 at £11/£12.0.

Uniform to slightly mixed in size, 300/380 per 60 kg.  
**Mallaig:** two trawlers, 20 tonnes; 12 trawlers, 208 tonnes; five purseiners, 186 tonnes; homemarket 415 at £8.60/£11.30. Mixed in size, 260/430 per 50 kg.  
**Oban:** two trawlers, 60 tonnes; homemarket 50 at £12.00/£14.00. Uniform spents, 280/720 per 50 kg.

The Alexander Noble and Sons yard at Glirvan has completed the powerful looking *Wanderer II*, its fifth boat for the Gibson family of Denure. The 70 ft. wooden salmer-trawler is powered by a Kelvin 450 shp eight-cylinder diesel and she is fitted with a Kort nozzle. More details of *Wanderer II* soon.



